

REMARKS

Claims 1-17 are now pending in the application. The Examiner is respectfully requested to reconsider and withdraw the rejection(s) of October 21, 2003, in view of the amendments and remarks contained herein.

REJECTION UNDER 35 U.S.C. § 102

Claims 1-17 stand rejected under 35 U.S.C. § 102(e) as being anticipated by Ando (U.S. Pat. No. 6,498,979 B2). This rejection is respectfully traversed.

Ando discloses an engine control unit having crank signal processing hardware (100). The hardware (100) eliminates the need to employ an arithmetic operation to convert crankshaft angle to time (col. 5, lines 7-13). The hardware operates by interpolating higher resolution crankshaft angle information (for example LSB=0.1875 deg. CA, col. 5, lines 11-13) from a lower resolution crankshaft signal (for example 6 deg. CA, col. 3, lines 6-8). Using hardware (100) to derive the higher resolution crankshaft information is useful for reducing processing time and increasing accuracy of controls synchronized with a crankshaft rotation position (col 1, lines 24-36).

In contradistinction, Claim 1 of the applicant's invention provides a method for controlling the engine operation of an internal combustion engine by *extrapolating* the plurality of engine positions with the control unit into a *reduced resolution* of engine positions defining a collection of data groups. Each data group is assigned to one of a plurality of functions defined by data bits arranged within the control unit. The control unit reads the data groups at each of the reduced resolution engine positions and performs the corresponding function defined by the data bits according to the related collection of data groups read by the control unit.

With respect to independent Claim 12, the applicant's method for controlling operation of an engine having a crankshaft rotatable through a plurality of engine positions of an engine cycle includes extrapolating the plurality of engine positions with a control unit into reduced resolution engine positions defining a plurality of data groups. Each of the plurality of data

groups corresponds to a table having a series of functions. A crankshaft position is detected during engine operation; and the series of functions of the data groups is performed when the detected crankshaft position is in a corresponding portion of the engine cycle.

Applicant respectfully avers that the extrapolating aspect of the applicant's method is readily distinguishable from, and therefore not anticipated by, the disclosure of Ando.

The remaining claims depend either directly or indirectly from independent claims 1 and 12, which the applicant now believes are in a condition for allowance.

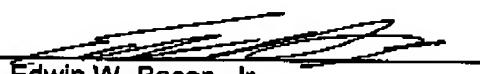
CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned.

Respectfully submitted,

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Page 6 of 6